

Radio Control Flyers Unlimited

Flight Plan

AMA Charter # 1442

President: Jim Scott - 209-576-7549

Vice President: Jose Macias - 209-464-5313

IMAA Charter# 623

Sec/Treasurer: Steven Howie - 209-847-0567

Membership Chairman: Mike Cummins - 209-985-1550

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www.rcflyersunlimited.com

Current News

I would like to extend the club's welcome to our new members.

Theodore Edginton
Harley Lee
Jack Pettit
Ronnie Romiti
Mike Stoner

Please make our new members welcome and give them any help and advice they wish to have.

We are getting the grass mowed around the field in anticipation of the upcoming jet rally. Thanks to Scott, Jose and any others that participated with the mowing. It is a good time to do it since it minimizes the dust and fire hazard.

At the March meeting, a few projected projects were presented. These are as follows: 1. Paint a spectators stripe using yellow street paint; 2. Build a concrete pad just south of the existing pad between the shade structures and move the impound shack on it; 3. Extend a permanent shade structure between the two existing shade structures. These were approved and awaiting time to perform this projects.

A couple more dates of note. May 10, 2008 is airport appreciation day at the Modesto Airport. We were asked to provide some models for static display and maybe some

flying demonstrations. For information, please contact Mike Cummins

There will be a pattern contest during the memorial day weekend at the field. This will be completely self run by the pattern flyers. Please be aware that other flying will be curtailed during the contest times.

We have finally purchased our trees to be planted on the west side of the parking area behind the runway. They should be at the field shortly for planting. All of the holes have been dug in anticipation of the trees. Thanks to Jim Scott for spearheading this project.

Tammi Miller has some very good news from the county concerning our field. If you wish to hear the news, please come to the April club meeting.

Please be aware that a few R/C clubs, around the area, have lost their fields or have flying heavily curtailed. These flyers may approach you about joining our club. Based on the current by-laws, perspective members must attend a regularly scheduled club meeting to join. But, the club understands that this may not be possible for some perspective members. So, we have allowed this requirement to be somewhat relaxed. If the person, wanting to join, cannot make the meeting for a reasonable compelling reason, then that person must pay in person at the field to any club officer including Mike Cummins, our Membership Chairman. If you are approached by a perspective member, please inform him of these requirements. If I

have a membership application that has been mailed to me or given to me by anyone but a club officer, the application may be returned to the perspective member without being processed.

PILOTS CORNER



From the Hi-Sky R/C Flyer, Midland, Texas
Has This Ever Happened to You?

by Bob Kugler

You're flying your favorite airplane. You're doing the maneuvers that you've done a hundred times before. The weather is perfect. The wind is steady, light, and blowing in your favorite direction. You are having a great time. You couldn't feel more comfortable.

Then, without warning, your old friend develops a mind of its own. While doing a simple, straight, and level flyby, your airplane throttles up. It rolls over and spins into the ground. Something has gone seriously wrong.

Your first thought is, "I've been shot down!" This may or may not be true. After you have had time to regroup and analyze the situation, you may be able to determine the actual cause of the crash. A postmortem is always worth doing so you can prevent the problem from recurring.

What are the possibilities?

Someone turned on a transmitter on your frequency.

Outside radio interference.

Receiver battery failure.

Transmitter battery failure.

Radio failure.

Receiver switch failure.

Mechanical failure.

Pilot error.

My limited experience has shown that most airplanes are lost as a result of mechanical or electrical failure (items 3, 4, 5, 6, and 7). Next comes pilot error. This includes letting the airplane get too far away, losing it in the sun, getting confused while inverted, stalling the airplane too far away, throwing the wrong switch on your transmitter, or simply trying one too many turns while dead stick.

The least frequently seen cause of RC airplane crashes is radio interference (items 1 and 2). Yet this is the one we think of first. This is probably because it is one of the few causes that we can blame on someone or something else.

Here are some things you can do that may prevent these problems:

When installing the switch harness in your model, you may want to locate it inside the airplane. Cut a piece of thin music wire so, when bent to shape, it will extend from the switch to the outside of the airplane. This will help the switch stay clean and oil free.

When installing the radio in your airplane, shield the receiver and battery from vibration by wrapping them in closed-cell, high-density foam. In time, vibration will loosen the internal electronics of an unprotected radio. Prolonged vibration can also cause a short in an onboard battery. While you're at it, make sure your servos are shock mounted by using the little rubber grommets and sleeves that come with the radio.

Before you assemble your airplane, make sure the servos, battery, and receiver are secure. Ensure all radio connectors are in place. Check the control surfaces for excessive play, cracks, or binding.

The connection between the antenna of your transmitter and the transmitting module in your transmitter must be solid, so check to see that the link is proper.

Walk the flightline and pits. Check to see who is sharing your frequency.

Let them know you are there and ask them if anyone else is using the channel. Don't assume that everyone uses the board when flying. You may run into a new person who is not familiar with our system, or you may find someone whose tag fell off the board.

Use the frequency control board.

Always do a preflight inspection of your airplane.

If you use an ESV to check your receiver packs remember to leave the ESV connected for at least 30 seconds to get an accurate reading. I have tried this and have seen the needle drop. If the battery is weak, it will show up here.

Check to see that all controls are working and in the right direction. When I first started, I could not remember which way the ailerons were supposed to work until I started using a catch phrase. When I test my aileron, I push the stick to the right and watch the right aileron. I say "right up" to myself. If the right aileron moves up, it's working correctly.

Check the meter on your transmitter. These batteries are reliable, but they do sometimes fail.

People who faithfully check their receiver

batteries sometimes forget to glance at the transmitter meter. Range check your radio system. This is rarely done, but it can uncover an otherwise undetected problem. It should be done with the engine running so, if any of the radio components are loose, the vibration may cause it to act up.

Test to see if another transmitter is turned on. This can be done by turning on your transmitter and receiver. Move the sticks to the corners, much like you would when performing a snap roll. While holding the sticks in that position, turn off your receiver switch. Next, turn off your transmitter. This will leave the ailerons, rudder, elevator, and throttle off center. Turn on the receiver switch. If the control surfaces should center themselves or begin to twitch, your receiver is getting hit by another radio or some sort of outside interference. Do not fly!

If you are already flying and your airplane starts going crazy, hold your transmitter as high as possible. Notify everyone on the flightline that you are going on the field. Run toward your airplane. If you can get your transmitter closer to the receiver in your model, it may provide a strong enough signal to override any interference. I have seen this technique used several times by our chief instructor, Joe Felonk. It works. Q

Cash Flow Report

Income		Expenses
Club Dues (including initiation fees, field assess- ment fees, and	\$704.35	Port-o-potty service
		\$140.00
	\$0.00	AMA Insurance/ Charter
		\$90.00
		Trees
		\$1,432.12
Totals	\$704.35	\$1,662.12

Last Month's Total	\$9,189.43
Income	\$704.35
Expenses	(\$1,662.12)
Balance	\$8,231.66

**The April Club meeting is scheduled for:
Wednesday, April 9, 2008 at 6:30 pm
at the Police Station at 10th and G sts**